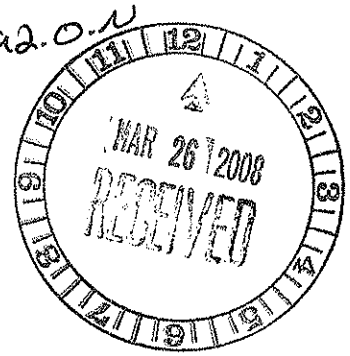




From: John McLinn
1230 Mollard Lane
Hoffman Estates, Ill. 60192

Re: FD: 35087 - Canadian National/EJ&E Railroad
acquisition.

Dear Ms. Quinlan,

Please accept some of the research
articles I have found as evidence of
CA Railroads actual environmental occurrences.
I am sorry to report some disappointing
findings.

Article - A - Durbin - CN not budging on EJ&E
is sure evidence of how CN officials do
their "cooperating". Very unfortunate.
My intention is to point out the realities
we face as home owners right along this
rail line.

Please ^{find we} oppose this acquisition on the
grounds of serious environmental risks.

Best Regards.

John P. McLinn
Hoffman Estates, Ill. 60192

Surface Transportation Board

CN-EJ&E EIS - FD-35087

Log and Distribution

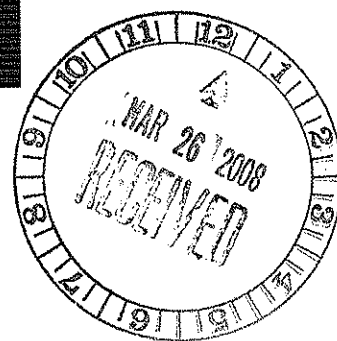
Date Rcvd: _____

File No: _____

Scanned (Initial): _____

STA ECT #: _____

Cc: Original - Job File



Durbin: CN not budging with EJ&E

A discouraged U.S. Sen. Dick Durbin said a meeting with the head of the Canadian National Railway failed to ease his concerns about the company's plans to dramatically increase train traffic on the EJ&E Railroad, the Southtown Star reports.

Durbin (D-Ill.) said CN's chief executive, E. Hunter Harrison, refused to commit to building overpasses and underpasses on suburban streets that intersect with the EJ&E line.

"Mr. Harrison was very courteous in his meeting, but he offered us nothing," Durbin said. "There was not a positive climate in discussion about where we go from here."

For \$300 million, CN wants to buy the 198-mile EJ&E tracks encircling Chicago and cutting through communities such as New Lenox, Frankfort, Matteson and Chicago Heights. CN wants the EJ&E tracks for rerouting traffic in and out of Chicago, but the plans would see the number of trains in some suburbs jump from roughly 5 a day to almost 40.

The purchase is pending approval from the U.S. Department of Transportation's Surface Transportation Board.

The senator said Harrison identified two of the approximately 140 crossings on the EJ&E that might qualify for bypasses to carry cars and trucks across the tracks. He did not specify the location of the crossings, the senator said.

Harrison, Durbin said, left open the possibility of additional meetings in the future. He also said Harrison might be willing to host a town hall meeting in the suburbs.

"He readily acknowledged he would not be the most popular person in the room," Durbin said.

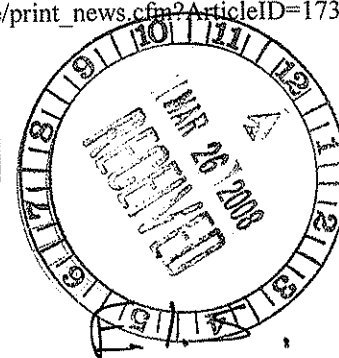
CN officials were not immediately available for comment.

(This item appeared March 5, 2008, in the Southtown Star.)

March 6, 2008



"The Voice of Transportation Labor"
UNITED TRANSPORTATION UNION



Most back home after Michigan derailment

DETROIT - Evacuees of an east-side Detroit neighborhood where a train derailed Monday morning (Oct. 25) were back home by Monday night, but the removal of the cars that toppled off the track is expected to continue today, a railroad spokesperson told the Detroit Free Press.

In addition, one of two tracks blocked by the accident was expected to open overnight, CN railroad spokeswoman Gloria Combe said Monday.

The reopening of the track will allow other freight trains and Amtrak to resume service. Amtrak rerouted six of its trains Monday and bused passengers to their destinations, Combe said.

There were no injuries to residents living just west of I-75 between McNichols and 7 Mile roads. The engineer and conductor -- the only people on the train -- were also unharmed but were transported to a hospital for an examination, Combe said. The train was headed from Chicago to Detroit.

The cause of the accident is unknown, but a black box may give clues as to what happened, Combe said.

The derailment of nine cars on the 79-car train was initially thought to be far more threatening to the neighborhood because four of the derailed cars were tankers carrying the flammable chemical methanol.

Methanol is commonly used in antifreeze, as a fuel additive, and as an industrial solvent.

It is a fire hazard, exploding when exposed to heat or flame. Exposure to high concentrations can cause permanent blindness and ailments ranging from nausea to liver damage, according to the National Safety Council's analysis of the chemical.

The first fire and police crews to arrive at the site of the derailment about 10 a.m. believed the threat to public safety was extremely high, Detroit Fire Commissioner Tyrone Scott said. Believing that, fire and police officials decided to evacuate a 1-square mile area, twice the usual area for what was rated a Level 3 hazardous materials scene, Scott said. "We were concerned that one spark could cause a massive fire," Scott said.

Hundreds of people were asked to leave their homes. Greenfield Park and Greenfield Union elementary schools were closed after students were evacuated. Students were driven by school and city buses to Pershing High School. The schools were to reopen today.

"We wanted to err on the high side of caution until we knew exactly what we were dealing with," he said.

Friends and family searched for evacuees. Parents tried to maneuver past barricades, to get to their schoolchildren. One family had to go back to a house a few blocks from the derailment to get their grandmother, who has difficulty hearing and didn't know police had come to her door.

Inspection of the train cars found that only one of the tankers was leaking, and at a rate of eight drops per minute, police, fire and railroad officials said.

By 2:30 p.m. barricades started coming down, reopening streets to residents. A gas station at 7 Mile and I-75 reopened.

The derailment was at least the sixth Michigan railroad accident involving rail cars carrying hazardous materials this year, and the first to involve leakage and evacuation, according to data from the Federal Railroad Administration.

For the past three years, 34 such accidents were recorded in Michigan, including one chemical release and four evacuations.

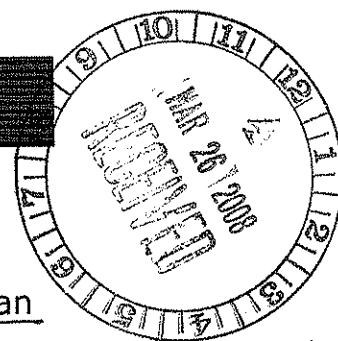
Nationally, 773 hazardous materials accidents were recorded on the nation's rail lines in 2003. Twenty-seven involved leaking chemicals and nearby residents were evacuated 15 times.

(This item appeared in the Free Press Oct. 26, 2004)

October 26, 2004



"The Voice of Transportation Labor"
UNITED TRANSPORTATION UNION



E.I.S.

Family identifies third of four rail wreck victims

JACKSON, Miss. -- A second Rankin County man has been identified as among the four crew members aboard two Canadian National Railroad freight trains that collided early Sunday (July 10) in Yazoo County, according to the Clarion-Ledger.

Arthur L. "Buddy" Irby, 58, an engineer who lived in the Sandhill community, was killed in the collision, said his wife, Becky Irby.

Yazoo County Coroner Ricky Shivers, however, has not confirmed any identifications. He has said DNA samples were taken from all four bodies recovered at the site. Those samples will be matched with DNA samples taken from family members whose loved ones were believed to be on those trains.

Matching those samples, necessary for positive identification, was expected to take a couple of days, he has said.

The others identified by family members as being aboard the trains were Shannon Purvis, 21, of Puckett and Mark Cain, 52, of Sallis.

(Purvis was a member of UTU Local 1334 at Hattiesburg, Miss. Irby and Cain were members of the BLET.)

Becky Irby, who comes from a large family, said she couldn't get through the ordeal without her family or the Lord's help.

"I don't understand how anyone could get through (something like this) without the Lord," she said this morning.

The Irbys have four children: Stacy Trest, 38; Susan Irby, 29; Sandra Shivers, 28; and David "Bo" Irby, 25. Bo Irby is an Army specialist stationed at Fort Hood, Texas.

The couple also has three grandchildren.

Purvis was a conductor and Cain was an engineer.

The fourth victim has not been identified, but all four bodies have been recovered.

The accident occurred about 4:15 a.m. when a northbound train and southbound train collided on the north side of the bridge on Anding Oil City Road.

The National Transportation Safety Board and CN Railroad officials are investigating the cause of the accident.

(This item appeared in the Clarion-Ledger July 14, 2005.
Information in parenthesis was added by UTU editors.)

July 14, 2005



Panel report knocks CN Rail's attitude to safety

VANCOUVER, B.C. - Canadian National Railway is hindering efforts to improve rail safety with a "culture of fear," according to a government report released on Friday (March 7), Reuters reports.

The report, begun in 2006 in the wake of several high-profile accidents, said Canada's railways are safe, but it expressed concern that "overall safety" has not significantly improved since 1999 when regulations were last overhauled.

"We think it should have," said the panel set up by the federal transportation minister to review rail safety legislation.

The rail freight industry is dominated by Canadian National, the country's largest carrier, and No. 2 Canadian Pacific Railway, both of which also have significant operations in the United States.

Nearly all of the intercity passenger trains are run by Via Rail, a government-owned corporation.

The panel praised Via and Canadian Pacific for developing a "healthy safety culture," but took aim at Canadian National -- which is often credited by stock market analysts as being North America's most efficiently run major railway.

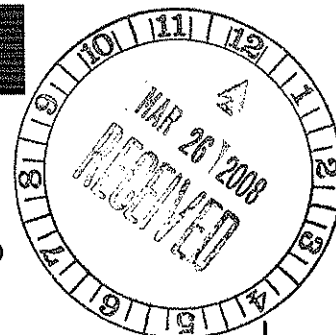
"CN's strict adherence to a rules-based approach, focused largely on disciplinary actions when mistakes are made, has instilled a culture of fear and discipline and is counter to an effective safety management system," the panel said.

A spokesman for Canadian National said the company was still studying the report and the panel's direct criticism, but noted CN's statistics on accidents and worker injuries indicate its record has improved over the past seven years.

"Our position is that CN has taken comprehensive steps to foster an effective safety culture at CN," Jim Feeny said.

The head of the Teamsters Canadian Rail Conference, which represents some employees at both railways, said he was pleased with the panel's comments.

"They were right on the mark in their assessment," Dan



Current
CN issues.

Shewchuck said.

The panel said railways should be required to obtain a rail operating certificate once they meet regulated baseline safety requirements, and regulators should be given the power to impose fines for violations.

In addition to CN and CP rail, Canada has more than 40 smaller railways.

(This item was distributed by Reuters March 10, 2008.)

March 10, 2008



Brotherhood of Locomotive Engineers and Trainmen

A Division of the Rail Conference of the International Brotherhood of Teamsters

CN faces federal charges in Alberta spill

(Reuters circulated the following on March 19.)

VANCOUVER, B.C. — Ottawa has laid three charges against Canadian National Railway Co over a 2005 oil spill into a lake near Edmonton, Alberta, the federal government said on Tuesday.

* Environment Canada and Fisheries and Oceans Canada said they have charged CN, Canada's biggest railway, with one count of allegedly depositing a substance harmful to migratory birds into Wabamun Lake, and two counts for the alleged disruption or destruction of a fish habitat.

The charges stem from an investigation into the derailment of a CN train at the popular fishing and boating destination west of Edmonton on Aug. 3, 2005, and the release of hundreds of thousands of litres of fuel oil into the water.

A railway spokesman said CN would not comment on the specifics of the case because it was before the courts, but the company believes it has lived up to its commitments regarding clean-up and offering compensation to residents.

A first court appearance has been set for Wednesday in Edmonton's provincial court.

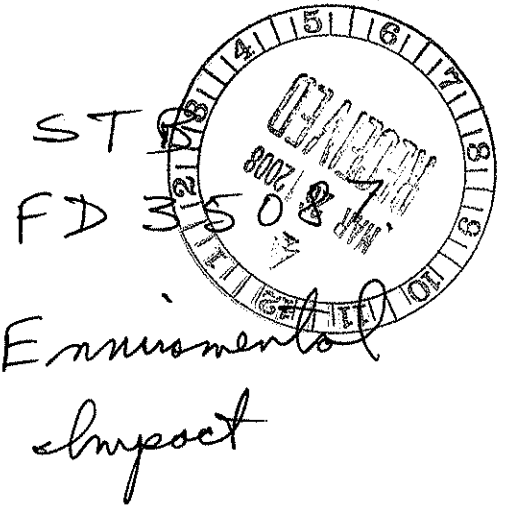
* CN was also charged last year by federal and British Columbia provincial environmental officials in connection with a 2005 derailment that spilled caustic soda into the scenic Cheakamus River north of Vancouver.

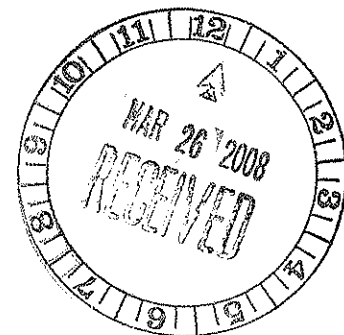
Wednesday, March 19, 2008

bentley@ble.org

<http://www.ble.org/pr/news/headline.asp?id=21529>

© 1997-2008 Brotherhood of Locomotive Engineers and Trainmen
<http://www.ble.org>





Spat over derailment spills into second day

CHICAGO -- A day after a derailment closed down Metra's Rock Island District Line, bickering over who was responsible for the mess continued Friday (May 6), according to the Daily Southtown.

The Burlington Northern Santa Fe Co. eventually agreed to remove the wreckage, which temporarily was stopping Metra trains from making their morning runs.

A BNSF train carrying coal toppled Thursday on CN railroad tracks near 16th Street in Chicago. The mishap forced Metra to halt service for seven hours on the Rock Island District, which carries about 16,000 passengers a day between Joliet and Chicago.

But the debris left behind prevented Metra from using trackside signals that permit trains to pass through the area without breaking speed.

Metra officials said the lack of signals forced engineers Friday morning to come to a stop before getting clearance to continue through the derailment site. The inconvenience, however, had minimal effect on the morning commute.

Before BNSF agreed to remove the damage, neither BNSF or CN believed they were responsible, Metra spokeswoman Judy Pardonnet said.

"We are sort of caught in the middle of it," Pardonnet said.

A BNSF spokesman did not return a call seeking comment.

A CN spokesman said protocol requires the damage is removed by the railroad owning the train that jumped the tracks.

"It is pretty cut and dry," the spokesman said. "It was a BNSF train that derailed. Not ours."

The spokesman added that it is not unusual for the leftovers from a derailment to remain along the tracks for a day or two.

The cars damaged in the derailment this week will be cut into pieces and sold as scrap metal.

(This item appeared May 7, 2005, in the Daily Southtown.)

May 9, 2005